

No. F. 43 (vi)-Econ./48

MINISTRY OF FINANCE

(ECONOMY COMMITTEE)

GOVERNMENT OF INDIA

New Delhi, the 30th November, 1948.

From:

G. S. RAU, Esqr.,
Secretary, Economy Committee

To

The Secretary to the Government of India,
Ministry of Finance New Delhi.

Sir,

I am directed to forward herewith a copy (with three spare copies) of the Interim Report of the Economy Committee on the Ministry of Transport. Shri S. K. Patil is out of the station but has given his approval to the report, and his signature will be affixed to it on his arrival at Delhi.

The recommendations in the Report have been made after detailed discussions with the officers of the Ministry, who have had an opportunity to see the Report in draft and they represent the limit to which the Committee has considered it possible to meet the views of the Ministry.

Yours faithfully,

G. S. RAU.

MINISTRY OF TRANSPORT

The Ministry of Transport was formed in the year 1942 with a view to achieve maximum co-ordination of all forms of transport so that the general public are provided with an efficient service at minimum cost. For purposes of co-ordination there is a Central Board of Transport constituted since January 1947 under the Chairmanship of the Hon'ble Minister for Transport and with the Hon'ble Ministers for Commerce and Communications as Vice-Chairmen. The Board is responsible for laying down the main directions of development of different transport systems in the country. In addition, the Ministry of Transport is responsible for the administration of major ports, railway priorities, petrol rationing, inland water transport, development of roads and road transport and tourist traffic. Recently, it took over the bus service in Delhi and is administering it under the name of "The Delhi Transport Service".

2. *Major Ports Administration and Development.*—Under the Government of India Act, 1935, as also the draft constitution, 'major' ports are the responsibility of the Government of India while the 'minor' ports are the responsibility of the Provincial Government in whose area they are situated. The distinction between 'major' and 'minor' ports broadly is that 'major' ports are all-weather ports affording shelter to ocean-going ships, with facilities for loading and unloading of cargoes and their movement by rail or road. The Indian Ports Act of 1908, regulates the powers of Port Officers and the levy of charges on vessels and the navigation of vessels in the 'major' and 'minor' ports. The 'major' ports at present are Calcutta, Bombay, Madras, Cochin and Vizagapatam. Of these the first three are administered through Port Trusts constituted under the respective Port Trust Acts; Cochin is administered direct by the Ministry of Transport through an Administrative Officer assisted by an Advisory Committee and the employees are treated as government servants; and Vizagapatam is being administered since the war, by the Railway Board. The question of constituting a port trust at Cochin is under consideration and we hope that a port trust will be established very soon.

3. The problems relating to 'major' ports which come up to the Ministry broadly relate to the declaration and delimitation of 'major' ports, the appointment of trustees and high officers, the acquisition and lease and sale of port property, framing of rules relating to establishment and other matters, scrutiny of budget and accounts, fixation and revision of charges of various kinds levied by the port authorities, etc. The major port authorities enjoy considerable powers in the matter of day-to-day administration. These powers are not uniform at present and the Acts being old, questions of interpretation crop up from time to time. A general revision of Port Trust Acts with a view to introducing uniformity and removing certain anomalies is under consideration. This should be expedited as in our opinion the present system throws a fair amount of avoidable work on the Ministry.

4. Minor ports are at present administered by Provinces. This hampers their growth for no single port can afford either the personnel or the equipment which could lead to its development. We feel that it would be an advantage if minor ports were taken over by the Central Government and administered in convenient groups with certain common staff and equipment so that the full benefits of such technical services as, for example,

dredgers, expert Engineers and navigators are available to each port. Whether each of the groups should be formed into an autonomous corporation or whether it should be under the control of Government is a matter we would leave for the decision of Government.

5. We are not making any detailed proposals regarding the establishment in the Cochin Harbour in view of the fact that this port is expected to pass under the administration of a Port Trust shortly. We, however, note that the present Engineering establishment at the Port is substantially the same as that which existed in 1944-45. During the war the Port Trust engineering establishment was entrusted with the carrying out of many Defence Department works. We suggest that the Cochin Port Trust authorities should reach an agreement with the Defence Ministry so that the wartime arrangement under which the Port Trust engineering establishment was executing the Defence Works at Cochin could be revived. Such an arrangement would eliminate the need for the Defence Ministry setting up its own engineering establishment at Cochin.

6. *Anti-slump Projects.*—In 1946, the Government of India expected that on the conclusion of the war, deflationary tendencies would begin to appear in the country. To counteract such a contingency the port trusts were, along with provincial governments, requested to prepare construction schemes capable of employing large number of labourers and were promised interest-free loans on the following main conditions—

- (a) that the loans should be availed of during the five year period beginning from 1st April 1946 and would be for a period of 30 or 60 years depending on the nature of the works to be undertaken;
- (b) the loans would be interest-free for a period of 12 years and thereafter interest would be charged at a rate to be fixed in respect of the year in which the loan is taken.

The anticipated slump has not materialised. The statement in Annexure IV gives the progress of works so far undertaken on the schemes originally approved by Government. On some of the schemes partial progress has been made; others have yet to be started. It is now imperative that unproductive expenditure should be reduced as much as possible. The grant of interest-free loans in future should, therefore, be discontinued. Fresh schemes should not be undertaken; and schemes already taken up should be re-examined with a view to curtailment, the object being to reduce interest-free loans as far as practicable.

7. *The Central Roads Organisation.*—Another important branch in this Ministry whose activities affect the entire economy of the country is the Roads Organisation which is entrusted with the work of planning the development of roads in India including Indian States. The organisation is under the Consulting Engineer (Roads). Roads are at present a provincial subject; but in view of their importance to the economy and defence of the country, the Central Government have agreed to take over responsibility for the construction and maintenance of National Highways, i.e., main trunk roads traversing a number of provinces and States which are of national importance or required for strategic purposes. Even on these roads a large proportion of traffic that would be carried will be local traffic. There is, therefore, no valid reason why the provincial governments should not be called upon to share the expenditure on their construction and maintenance. We recommend that before the Central Government assume responsibility for these roads, they should negotiate with the provincial

government concerned so as to ensure that a proportion of expenditure on construction and maintenance is paid by the provincial governments concerned.

8. A conference of Chief Engineers of Provinces and States convened at Nagpur in 1943 prepared a comprehensive road development plan for the whole of India which provides for nearly 300,000 miles of roads of different categories, *viz.*, National Highways, provincial or State highways, major or district roads, and minor or village roads. The total cost of the plan was estimated in 1943 at Rs. 300 crores and the plan is to be completed over a period of 20 years. This plan though not yet accepted by Government, forms at present the basis of all the activities of the Central Roads Organisation. The economy of the country is largely dependent on an efficient system of communications of which a proper road system forms an integral part. In order to achieve the full benefits of any programme of agricultural or industrial production, it is necessary to develop our road system also. We consider it, therefore, essential that Government should press forward with the road development programme as quickly as possible, specially in the interests of rural economy. From the financial aspect also it would appear that the moneys spent on the road development programme will be remunerative.

9. The progress of the road development programme is at present hampered partly by the paucity of material, particularly steel and cement, and partly by the present financial procedure under which financial sanctions are given only on an annual basis. In any scheme for the distribution of available materials, we recommend that the demands for the development of roads must be given high priority. Government's plans for building of roads should be based on a knowledge of the availability of materials. It appears that in the past it has happened that plans originally prepared had to be modified later because of the failure to secure necessary quota of steel and cement. We also recommend that the ministry of Finance should have a system of non-lapsing grants for approved road development programmes. The grants should be earmarked for a suitable agreed period not less than five years so that the engineers can plan in advance taking into account the financial resources available.

10. The Roads Organisation has a branch for conducting research and introducing standards in designing and specifications of roads. The research section will work in collaboration with the proposed Central Road Research Institute which will be set up by the Council of Scientific and Industrial Research. There is also a separate statistical branch for compilation and study of road statistics and investigation into the economics of road planning and road transport, etc. Another branch *viz.*, the Materials and Plant branch, studies the requirements of provincial governments in regard to road materials and road machinery and assists them in obtaining these. It has also initiated a scheme worth Rs. 4 crores for manufacturing road rollers in India. A Legal Branch in charge of a Legal officer also exists to help the organisation in drafting highways legislation. All these activities are useful but we feel that the work now done in the Legal Branch is properly the function of the Law Ministry and should be transferred to that Ministry.

11. *Central Road Fund.*—Instituted 18 years ago as a non-lapsing account for expenditure on special programmes of road development, this fund is financed by a subvention of 2½ annas per gallon out of the petrol tax.

levied by the Government of India. One-sixth of the amount credited annually to this fund is set apart for the creation of a Central Road Fund Reserve which is utilised on road research and experiment, special enquiries, etc. in furtherance of road development. The amounts at credit in the fund and in the reserve at the end of March 1948 were Rs. 28 crores and Rs. 1.15 crores respectively. These are permanent funds for assisting provincial governments to develop their roads and we feel they serve a useful purpose and should continue.

12. *Railway Priority Control.*—This organisation was set up during 1942 when the carrying capacity of the railways began to lag far behind the transport needs of the country and a system of priorities to ensure movement of essential commodities became necessary. The organisation consists of a Chief Controller at headquarters and Regional Controllers at Calcutta, Bombay, Madras, Delhi and Gorakhpur. The Regional Controllers' work in co-operation with Regional Advisory Committees representing the business interests in the region. The movement of traffic on the railways is still most unsatisfactory due to various causes, chief of which is the lack of adequate wagons and locomotives. We believe that this control will be necessary till the middle of 1949 when the staff of the Railway Priorities Organisation should be reviewed.

13. *Petrol Rationing.*—Petrol rationing has been in operation since 1941. The Central Government administers this control through the agency of provincial Governments who are reimbursed the cost. The supply position of petrol is still not satisfactory and it is understood that rationing will have to continue at least for another year. The present difficulty is due to, firstly, the non-availability of the country's overall petrol requirements; and secondly, the incapacity of the railways to transport petrol, but largely the absence of adequate storage accommodation at the ports. It is understood that to improve the carrying capacity of railways, orders for 300 additional tank wagons have been placed abroad and arrangements have been made for manufacturing another 350 tank wagons in the Indian workshops. We regret, however, that no plans seem to be under consideration for increasing the storage capacity at the ports. We recommend that the Government of India should arrange as soon as possible for the installation of sufficient petrol storage capacity at least at the bigger ports of Bombay, Calcutta and Madras.

14. The statement at annexure V shows the cost of establishment maintained in the provinces, the number of vehicles on the roads and the amount of petrol distributed. It will be noticed that the cost of staff per vehicle on the road is highest in Madras and Ajmer-Merwara, and lowest in Coorg and the Central Provinces and that there is wide variation in the provinces within this range. While we recognise that conditions in the various provinces may vary considerably, it should yet be possible for the Ministry to evolve a formula to limit the maximum cost, taking into account the number of vehicles on the roads and the petrol consumption in a province. This question may be investigated.

15. *Organisation of Tourist Traffic.*—The development of tourist traffic, both internal and external, has been engaging the attention of the Government of India since 1945. It is now proposed to appoint an Officer on Special Duty to investigate this question. This officer will work under the general direction of an Advisory Committee composed of the representatives of the different ministries of the Government of India interested in the matter and the non-official tourists' agencies, air services and automobile

associations in the country. We are entirely in agreement with the Ministry regarding the importance of developing tourist traffic in the country. Apart from the fact that tourist traffic will be one of the best ways of developing cultural contacts with the outside world, it will also be a means of getting additional foreign exchange for India. But we are convinced that it would not be possible to develop it in a satisfactory manner unless firstly the Government of India has a sufficiently large publicity organisation for the purpose, and secondly, has a plan for transporting the tourists from the ports like Bombay, through comfortable stages of journey, to important tourist centres in the country and provide reasonably decent hotel accommodation and other conveniences. If the necessity for earning hard currency is great, there should be a high-powered programme to implement the development of tourist traffic; otherwise the scheme must be dropped. To attempt the scheme on a smaller scale is not likely to yield any results and the money spent thereon will be wasted.

16. *Inland Water Transport*.—Inland waterways and traffic thereon is partly a provincial and partly a concurrent subject. The partition of the country has cut asunder the bulk of the inland waterways traffic in the country. The Central Government will have to play an increasingly important part in the development of inland waterways but at present there is little work in the Ministry on this account.

17. *The Delhi Transport Service*.—The Ministry purchased the Gwalior and Northern India Transport Ltd. in May, 1948, and are at present running it as a Government transport service. We consider that this is not a type of activity which Government should administer directly and recommend, therefore, that at the earliest opportunity the Ministry must divest itself of the responsibility for managing this service. A separate corporation which would function on an autonomous basis should be created for this purpose.

While on this subject, we feel that we must record our doubts as to the soundness of the present policy of nationalisation of road transport. Nationalisation is not an end in itself; it could be justified only where the result is increased efficiency at less cost. Road transport organisations derive their revenue from passengers, necessarily in small dribblets; and the experience of Railways, who have never been able effectively to combat ticketless travel and are losing considerable revenue on this account, suggests that there may be serious leakage of earnings and corresponding corruption. This is bound to have an adverse effect on the efficiency of such organisations. We understand that these symptoms have already appeared in some of the provinces where nationalisation has taken place. Provincial government plans for nationalisation of road transport, are already far advanced; but we still feel that this is an activity in respect of which government will be well-advised to proceed with caution. Private corporations on which the government is represented and strict control by government over such companies are likely to prove more efficient and economical than direct management by Government.

18. We recommend the future set-up for the Ministry and its attached offices as indicated in the charts at annexures I(a) and I(b). (The existing set up is at annexure II). The distribution of work shown in these charts is only illustrative. The Ministry who were consulted consider that it is essential to have a post of a Joint Secretary in the Ministry. We regret, however, that we are unable to accept this view.

The Bajpai Committee which examined the work of the Ministry of Transport in August 1947 observed—

“For the combined Transport and Communications Departments the Committee recommend a staff of one Secretary, two Deputy Secretaries and six Under Secretaries. One more post of Deputy Secretary was asked for by the Secretary for the Central Transport Board. The Committee recommend that the Board should be presided over by the Member-in-Charge, and the Secretary to assist him in the work of the Central Transport *officio* Secretary. It should be sufficient to provide the Secretary with the assistance of an officer of the grade of Under-Secretary to assist him in the work of the Central Transport Board” (para. 49 of the Report).

The strength we have recommended for the Transport Ministry, as distinct from the combined Transport and Communications Ministry recommended by that Committee, is in our opinion, quite ample, and there is no justification for the post of a Joint Secretary for the Ministry. The Ministry urged that since that Committee reported, the work of the Ministry has increased due to the activities of the Central Board of Transport, work resulting from the development of new ports on the west coast and the international conferences. The Central Board of Transport existed even at the time of the Bajpai Committee enquiry, and we do not consider that the additional work resulting from the development of new ports and the international conference is in any way more than what would have devolved on the Ministry had the work relating to Communications been allotted to it.

The designation of the Road Transport Adviser has been changed to Road Transport Officer with the scale of pay of Rs. 1,000—50—1,300—60—1,600 attached to it. Taking into account the responsibilities discharged by this officer, we do not consider the present scale *viz.*, Rs. 1,600—1,800 justified for the post.

19. The savings that would accrue in the expenditure of the Ministry of Transport consequent on our proposals are Rs. 2,50,000 per annum, details of which are given in Annexure III.

20. The main recommendations in this report are summarised below:

- (a) The Ministry should expedite the general revision of Port Trust Acts, now under consideration, for introducing uniformity and removing anomalies (para. 3).
- (b) In the interest of uniform development, minor ports should be grouped together, in convenient groups, for purposes of administration (para. 4).
- (c) An agreement should be arrived at with the Defence Ministry for **reviving the** Wartime arrangement under which the Port Engineering establishment at Cochin was executing the Defence works at Cochin (para. 5).
- (d) The grant of interest free loans to ports should be discontinued (para. 6).
- (e) Before the Central Government assume responsibility for the roads, they should negotiate with the Provincial Government concerned so as to ensure that a proportion of expenditure on construction and maintenance is paid by the Provincial Government concerned (para. 7).

- (f) The demands for the development of roads must be given high priority; and Government's plans for building of roads should be based on a knowledge of availability of materials (para. 9).
- (g) The Ministry of Finance should have a system of non-lapsing grants for approved road development programmes, ear-marked for a suitable period, not less than five years, so that the engineers can plan, in advance, taking into account the financial resources (para. 9).
- (h) The staff of the Railway Priority organisation should be reviewed in July, 1949 (para. 12).
- (i) The Government of India should arrange, as soon as possible, for the installation of sufficient petrol storage capacity at least at the bigger ports, Bombay, Calcutta and Madras (para. 13).
- (j) The Ministry of Transport should evolve a formula to limit the maximum cost, on account of petrol rationing, taking into account the number of vehicles on the roads and the petrol consumed in a province (para. 14).
- (k) There should be a high-powered programme to implement the development of tourist traffic else the scheme should be dropped (para. 15).
- (l) The Ministry of Transport must divest itself, as soon as possible, of the responsibility for managing the Delhi Transport Service (para. 17).
- (m) The future set-up of the Ministry and the Roads organisation should be as in Annexures I(a) and I(b) (para. 18).

KASTURBHAI LALBHAI,
Chairman.

P. V. R. RAO,
Officer on Special Duty.
 G. S. RAU,

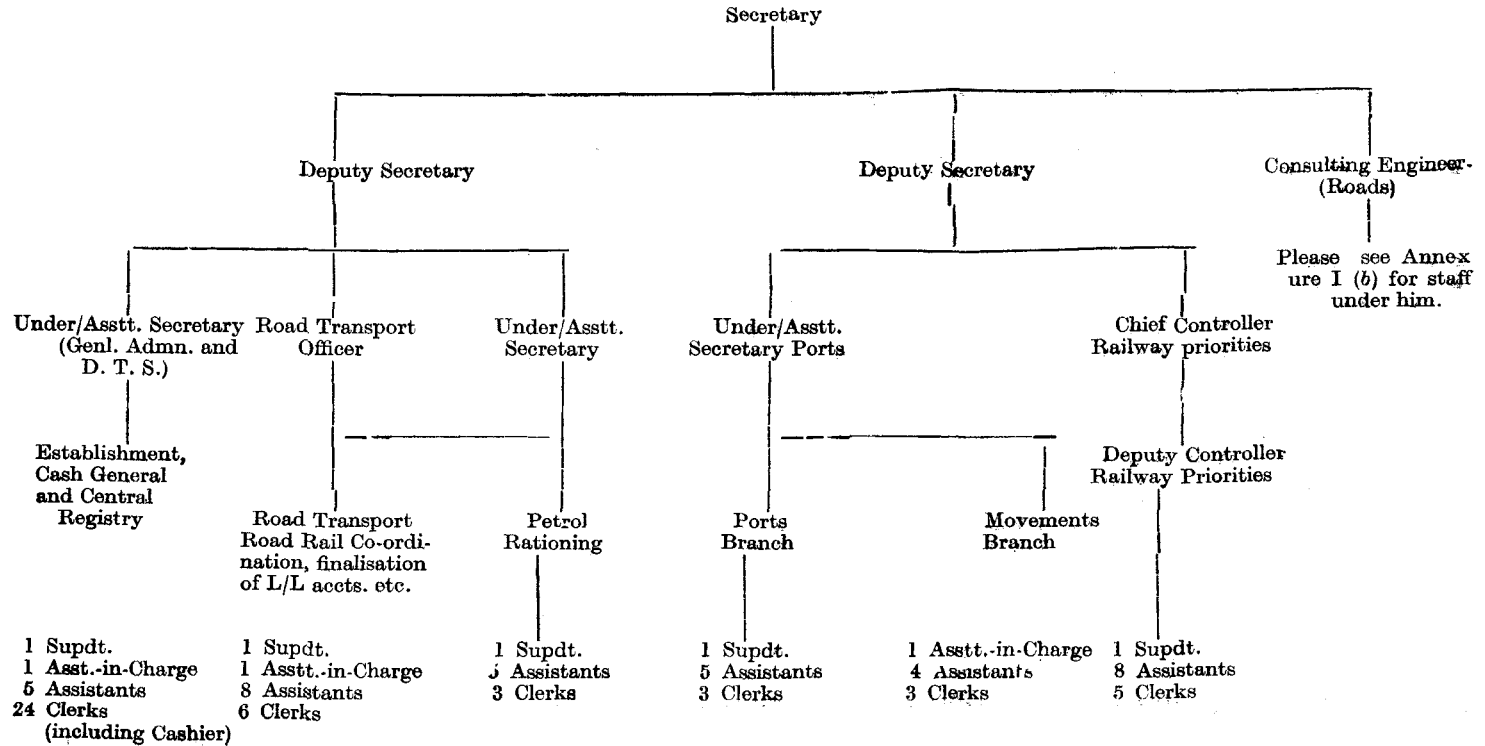
B. DAS.	} <i>Members.</i>
S. K. PATIL.	
JAIPAL SINGH.	
ISHWAR DAYAL.	

Secretary.

New Delhi, the 30th November 1948.

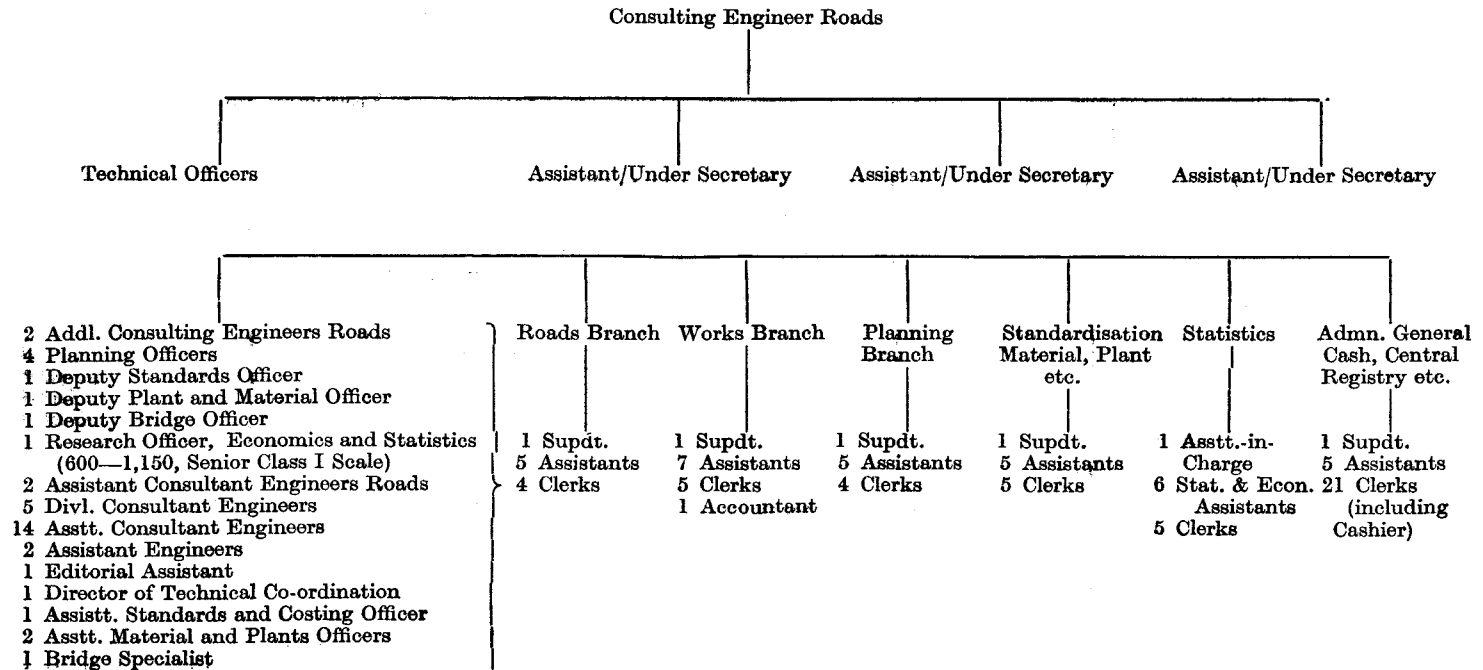
ANNEXURE I (a) (para-18)

Set up for the Ministry of Transport (Main Secretariat) proposed by the Economy Committee.



ANNEXURE I (b) (para—18)

Set up for the Roads Organisation proposed by the Economy Committee.

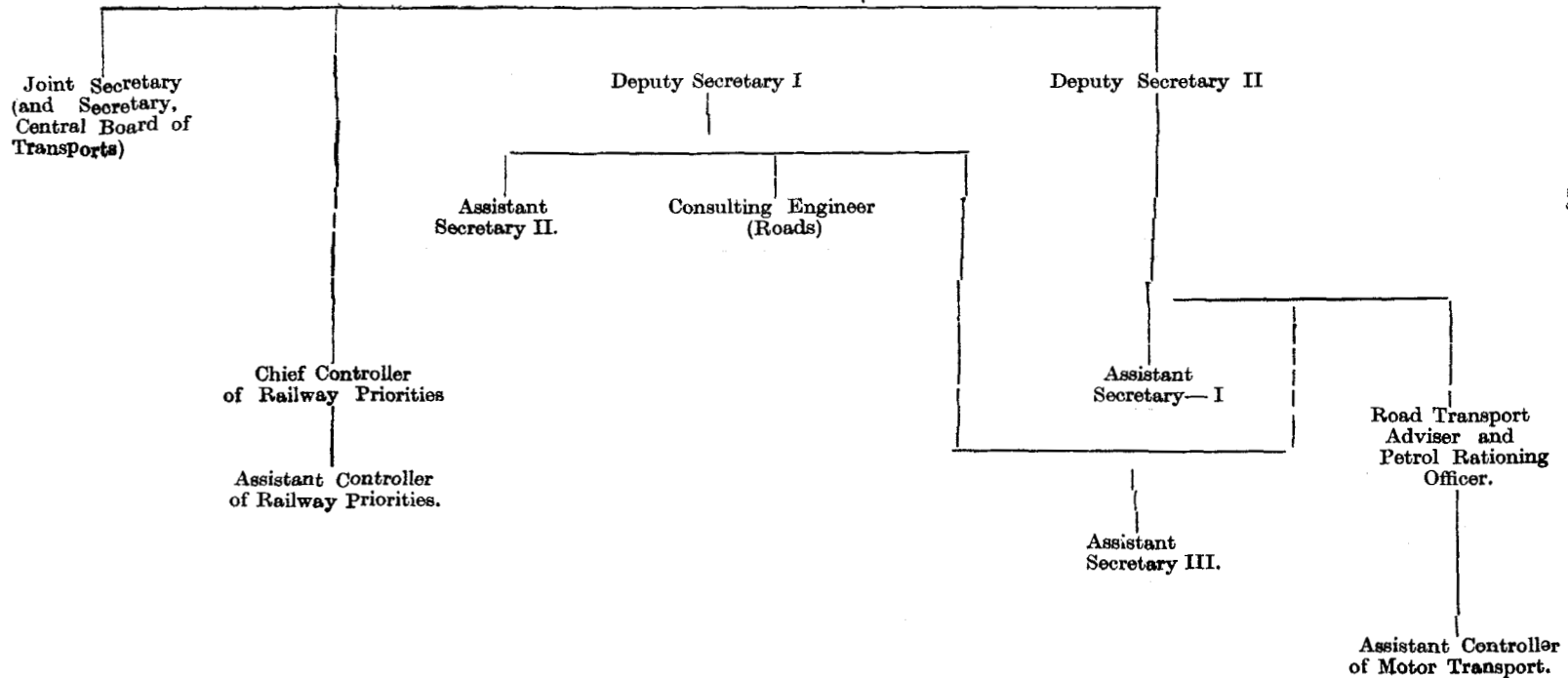


ANNEXURE II.—(para. 18)

Existing set up of the Ministry transport.

Honourable Minister—P. S. to H. M. and Assistant P. S. to H. M.

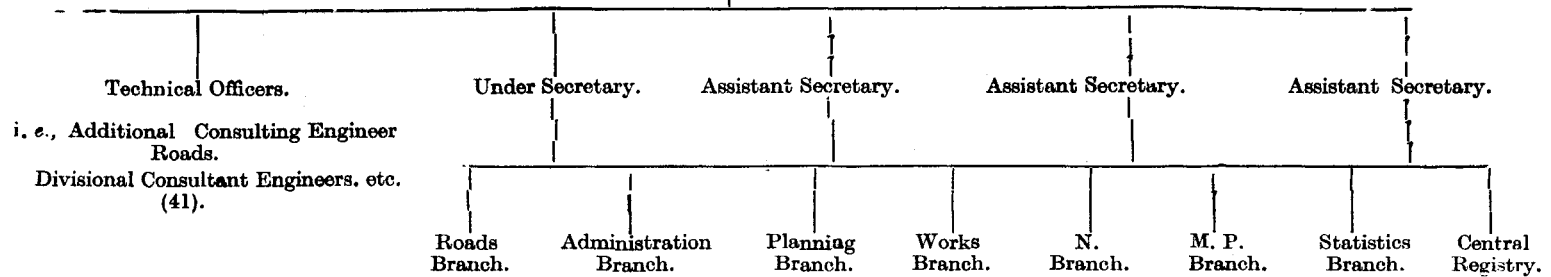
Secretary (and Member of the Railway Board).



ANNEXURE II—*concl'd.*

Roads organisation,

Consulting Engineer (Roads).



ANNEXURE III (Para. 19)

Savings in the Ministry of Transport consequent on the recommendations of the Economy Committee.

Category	Present strength	Proposed strength	Reduction	Approximate Savings
Secretary	1	1	..	
Joint Secretary	1	..	1	
Deputy Secretary	2	2	..	
Road Transport Adviser	1	..	1	
Road Transport Officer (1000-1600)	1	—1	
Chief Controller Railway Priorities	1	1	..	
Deputy Controller Railway Priorities	1	—1	
Assistant Controller Railway Priorities	1	..	1	
Assistant Secretary	3	3	..	
Assistant Controller Motor Transport Superintendents	1	..	1	
	6	5	1	
Total Gazetted	17	14	3	54,000
Assistant-in-Charge	3	3	..	
Assistants	48	35	13	
Clerks	64	44	20	
Total Non-gazetted	115	82	33	40,000
Allowances, other charges etc.				41,000
Total Secretariat				1,35,000

Roads Organisation

Consulting Engineer Roads	1	1	..	
Technical Officers	39	39	..	
OSD (Legal)	1	..	1	
OSD (Economics and Statistics)	1	..	1	
Economist and Statistician	1	..	1	
Research Officer Economics and Statistics	1	—1	
Under/Assistant Secretary	4	3	1	
Superintendents	5	5	..	
Total Gazetted	52	49	3	36,000
Assistant-in-Charge	3	1	2	
Assistants	36	27	9	
Economic and Statistics Assts. and Accts..	7	7	..	
Clerks	67	44	23	
Total Non-gazetted	113	79	34	39,000
Allowances, other charges etc.				40,000
Total Roads organisation				1,15,000

(1) The proposed strength does not include Leave Reserve.

(2) The strength of Stenographers and Class IV Servants will be fixed separately

ABSTRACT

I. *Savings on staff—*

	Budget Provision 1948-49	Approximate savings on basis of recommend- ations.
	Rs.	Rs.
Ministry proper	7,70,000	1,35,000
Roads organisation	9,43,000	1,15,000
Railway Priorities	3,86,000	..
Total	17,13,000	2,50,000

II. Savings on schemes provided for in the budget for 1948-49 but recommended to be postponed, curtailed or abandoned.

Nil.

Total of I and II	17,13,000	2,50,000
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ANNEXURE IV. (Para. 6)

Statement showing the Present Position of the Development Scheme of the Major Port Authorities Approved for the Grant of Interest free Loans.

Name of Port	List of works approved for the grant of interest free loans with their estimated cost in brackets.	Whether the work has been actually started or completed.	Amount of interest free loans granted to the Port Authorities so far (1946-47)	Expenditure incurred on the work upto 31-3-48.	Commitments made.
1	2	3	4	5	6
			Rs.	Rs. AS. P.	
Madras	Groundnut Oil Farm for Provision of facilities for the export of groundnut oil in bulk. (Rs. 103,000).	Work well-nigh finished		64,180 2 8	
	New Warehouse "E" East of "C" Warehouse (Rs. 585,000).	Major portion of the work finished.		290,549 6 10	Portions of the timber and steel materials required for the project have been acquired and remaining quantity are being demanded from time to time. Extensive repairs to some of the buildings bordering on the road are necessary.
	Road from General Foreman's office and improvements to workshops. (Rs. 600,000).	Actual work has not so far been started.			
	New Overflow Transit Shed* (Rs. 600,000).	Work not started . .	9,88,000		
	Chawls for Trust's staff and labour (Rs. *6300,000).	Ditto . .			
			Total	354,729 9 6	
Cuttack	1. Housing of staff. (Rs. *9,000,000).	Work started and considerable progress made.		12,39,872 11 0	This is a social security measure, and according to the directive from the Standing Com-
	2. New Grain Depot.	10 % of the work			

(Rs. 5000,000).	completed. Material for the remaining work in hand.	Rs. 50 lakhs.	4,81,706 0 0
3. New Dock Hospital (Rs. 2,000,000)	Although the construction of the New Dock Hospital has not so far been started, the Commissioners have executed two thirds portion of a Hospital at Remount Road.		2,73,198 0 0
4. Railway improvements (Rs. 4000,000).	Work not started		Nil.
5. Construction of new transit sheds (Rs. 5000,000).	Ditto		Nil.
Total			<u>19,94,776 11 0</u>

mittee of this Ministry it is proposed to ask the Chairman, M. P. T. to go ahead with the work. The port Trust have however suggested the inclusion of a new warehouse in the scheme.

Items No. 1 & 3 are social security measures and their execution *in toto* is necessary to keep the port employees contented. Item No. 2 is inextricably connected with item No. 1, viz., the construction of the New Grain Depot because the existing grain depot is to be demolished to make room for the construction of labour quarters. The Commissioners are irrevocably committed to execute works Nos. 1, 2 & 3.

Materials required for the execution of items 1 and 2 have either been obtained or ordered for. These works cannot be curtailed or discontinued. Tender has been given to M/S Braithwaite Burn & Jessop Construction Co. Ltd. for the construction of the wharf frontage

Cochin	1. Main Wharf Improvements (Rs.*577,000).	Work started and satisfactory progress made in respect of several items of the works. Some items are 25% complete while others are 60% complete.	
	2. Development of land area and water frontage south of the main wharf (Rs.*885,000).	Ditto	Rs. 12 lakhs.

*The work cannot be taken up until the site for the new harbour office has been selected.

1

2

3

4

5

6

3. Miscellaneous items including electricity and water supply (Rs. *658,000).

These are contingent works to those mentioned above and have to be executed as and when necessary.

Rs. 9.04 lakhs.

4. Boat Train Pier Berth Frontage (Rs. *416,000).

Has been omitted

5. Low wharf for railway goods traffic improvements (Rs.*121,000).

Work abandoned. The port authority has suggested the substitution of this item by the construction of a new transit shed and its inclusion in the approved list is under consideration.

Total . Rs. 904,000 0 0

16

Bombay

1. Housing Scheme for Labourers and other employees (Rs. *16,200,000).

Plans and estimates prepared, actual work not yet started.

2. Hospital for Port Trust employees and Seamen (Rs. 700,000).

Work not yet started

3. Reconstruction of transit sheds and warehouses (Rs.*25,000,000).

Contracts for the construction of 3 transit sheds have been given out. The necessary materials have been released and the works are shortly to be taken in hand.

No interest free loan has been given to the Port Trust so far.

Nil.

Items Nos. 1 and 2 being social security measures the Port Trust would go ahead with them if they are assured of substantial Government help by way of subsidies or interest free loans. As regards item No. 3 Government agreed to pay the Port Trust on interest free loan equal to the difference between its estimated cost and the compensation payable by Government for the

4. Extension to Office Building	Head (Rs.	Not yet started
1800,000).		

losses sustained by the Port as the result of the 1944 explosions. A sum of Rs. 2,16,47,200 has already been paid to the Port Trust by way of compensation and the Government are now liable to pay only Rs. 33,52,800 as interest free loans for the work.

NOTE.—The asterisk(*) mark given above the estimated cost of some of the works indicates that they are the original estimates (framed in 1946).

*The work cannot be taken up until the site for the new harbour office has been selected.

ANNEXURE V. (Para. 14)

Statement showing cost of staff employed on the Petrol Rationing Scheme as compared consumption of petrol and the No. of vehicles on the Road.

Serial No.	Provinces.	Cost of Staff employed (amount reimbursed to provinces) B.E. 1948-49	No. of vehicles on the Road (latest)	Consumption of petrol (in gal.) May 1947 to April 1948.	Ratio of total consumption of petrol to cost of staff employed i.e. average consumption of petrol per cost of Re. 1 on staff (i.e. col. 5/col 3)	Consumption of petrol per vehicle (i.e. col. 5/col. 4). (Gallons)	Cost of staff employed per vehicle on Road (i.e.col. 3 col/4 Rs.
	2	3	4	5	6	7	8
1	Madras	2,26,000	24,038	1,61,18,025	71.32	667.7	9.4
2	Bombay	3,16,000	53,778	2,38,67,121	75.53	443.8	5.9
3	West Bengal	1,50,000	41,944	2,06,40,827	137.6	492.1	3.6
4	United Provinces	83,000	23,264	1,13,59,214	136.86	500.6	3.66
5	C. P. & Berar	25,000	9,175	37,97,081	151.88	453.0	2.8
6	Bihar	78,000	11,979	59,63,826	76.46	513.2	6.7
7	Orissa	12,000	3,033	12,02,185½	100.18	399.0	3.98
8	Assam	56,300	8,458	49,19,714	87.38	583.0	6.8
9	East Punjab	50,000	7,574	33,28,890	66.58	471.2	7.08
10	Delhi	45,000	10,782	30,92,436	68.72	290.9	4.23
11	Ajmer-Merwara	12,000	1,264	1,95,776	16.31	158.8	9.7
12	Coorg	900	334	3,02,002	335.5	938.0	2.8